ize appropriations to and development, construction of facilities, and administrative operations, and for other purposes, which was ordered to lie on the table and to be printed.

AMENDMENT OF FOREIGN ASSISTANCE ACT OF 1961—AMENDMENTS

Mr. HICKENLOOPER submitted two amendments (Nos. 1072 and 1073), intended to be proposed by him, to the bill (H.R. 11380) to amend further the Foreign Assistance Act of 1961, as amended, and for other purposes, which were referred to the Committee on Foreign Relations, and ordered to be printed.

NOTICE OF HEARINGS BY PUBLIC LANDS SUBCOMMITTEE OF THE COMMITTEE ON INTERIOR AND INSULAR AFFAIRS

Mr. BIBLE. Mr. President, I take this opportunity to announce the scheduling of certain bills for public hearings before the Public Lands Subcommittee of the Interior and Insular Affairs Committee.

On June 29 and 30, I expect to take up H.R. 5198, to provide temporary authority for the sale of certain public lands, and H.R. 5159, to authorize and direct that certain lands administered by the Secretary of the Interior be classified in order to provide for their disposal or management under principles of multiple use.

On July 1 and 2, I anticipate taking testimony on H.R. 8070, the bill to provide for a Public Land Law Review Commission.

On July 6 and 7, hearings have been scheduled on S. 606, to authorize the establishment of the Tocks Island National Recreation Area. This measure has been pending before the subcommittee since January 1963, and is the subject of considerable interest in the States of Pennsylvania and New Jersey.

Mr. President, it is my hope and expectation to schedule hearings on the very important Assateague Island proposal some time in the early part of August. A more definitive date will be announced on that at a very early time.

I urge that any persons interested in testifying on any of these matters contact the staff of the committee at the earliest possible date so that a complete record can be made on all of these proposals.

NOTICE OF RESCHEDULING OF HEARINGS ON IMMIGRATION BILLS

Mr. ERVIN. Mr. President, on behalf of the Committee on the Judiciary, on June 17, 1964, it was announced that hearings on pending immigration and naturalization legislation would be resumed on June 25, 1964. This is to announce that the hearing on that date has been rescheduled and will be held on Monday, June 29, 1964, at 10:30 a.m., in room 2228, New Senate Office Building.

PROPOSED LEGISLATION TO AMEND THE FEDERAL BAIL LAWS—ADDITIONAL COSPONSOR OF BILLS

Mr. ERVIN. Mr. President, a few weeks ago the senior Senator from Indiana brought into sharp focus the discomforting fact that our Nation, which is dedicated to making justice equal and accessible to all, has tolerated Federal bail procedures under which the amount of money a citizen can raise controls his pretrial freedom—a time during which, I might emphasize, he is presumed innocent.

As the senior Senator's statement points out, I, along with Senators BAYH, WILLIAMS of New Jersey, JOHNSTON, DOUGLAS, KENNEDY, LONG of Missouri, HRUSKA, and FONG, have introduced three proposals to correct the injustices that our Federal bail laws impose upon indigent American citizens. It is imperative that these laws be corrected, for, as the senior Senator from Indiana emphasized, "justice should never be weighted against the poor just because of their poverty."

Mr. President, I ask unanimous consent that the senior Senator from Indiana be added as a cosponsor to S. 2838, S. 2839, and S. 2840 at the next printing.

The PRESIDING OFFICER. Without objection, it is so ordered.

ENROLLED BILL PRESENTED

The Secretary of the Senate reported that on today, June 23, 1964, he presented to the President of the United States the enrolled bill (S. 1828) to amend the joint resolution establishing the Battle of Lake Erie Sesquicentennial Celebration Commission so as to authorize an appropriation to carry out the provisions thereof.

ADDRESSES, EDITORIALS, ARTICLES, ETC., PRINTED IN THE APPENDIX

On request, and by unanimous consent, addresses, editorials, articles, etc., were ordered to be printed in the Appendix, as follows:

By Mr. GOLDWATER:

Editorial entitled "The Credibility Gap," published in Aviation Week & Space Technology for June 15, 1964, dealing with the controversy over news management by the administration.

By Mr. AIKEN:

Excerpt of speech entitled "What an Industry," delivered by Norman Kraeft, national agricultural editor, American Broadcasting Co., at dairy industry banquet, Hotel Bradford, Boston, Mass., on June 8, 1964.

WAR IN ASIA

Mr. MORSE. Mr. President, this morning I listened to the briefing before the Foreign Relations Committee by the Secretary of Defense and the Chairman of the Joint Chiefs of Staff. After listening to that briefing, I said to the Secretary of Defense and to the Chairman of the Joint Chiefs of Staff that I am now convinced that the greatest threat to the peace of the world is the United States. I am convinced that if the United States continues to follow the course of action thoroughly implied by that briefing, we are headed straight for a major war in Asia, and we will be hated for the next 500 years by the overwhelming majority of mankind. Further I am convinced that if we follow the clear implications of the briefing of this morning, we will go down in history as the nation chiefly responsible for scuttling the United Nations, for, as I have said for these many past weeks on the floor of the Senate, we are acting outside the framework of international law in southeast Asia. After the briefing this morning, I am satisfied that at the present time we have no intention of acting within the framework of international law. Instead of living up to our treaty commitments as well as the obligations of the President under the Constitution of the United States, we are making war in Asia. In my judgment, we are headed straight for a major war in Asia unless Red China runs for cover.

I say to the American people that a war in Asia will be stopped only if the people of the United States stop it. If they do not stop it, hundreds of thousands of their boys are going to die before we are through with a bogged-down war in Asia. Let the American people not forget that France lost 240,000 of the flower of her manhood in a war in Indochina. I am at a loss to understand why we have developed the grandiose delusion that the United States can conduct a major war in Asia and not suffer the loss of hundreds of thousands of American boys.

Mr. President, we have the duty to exhaust all the potentials of international law. Perhaps all the potentials of international law will not save us from a war; but we have the clear duty to write in history a glorious page that at least we attempted to do so.

Mr. President, the fact remains that the White House is not attempting to go through the United Nations and to keep faith with what we prate and profess is our dedication to the substitution of the rule of law for the rule of military might. The American rule of military might as is true of military might envisioned by any other country is still the rule of the jungle. There is no justification for the course of action the United States is following in southeast Asia which is threatening the peace of the world.

AIR POLLUTION

Mr. MUSKIE. Mr. President, Americans are more and more conscious of the impact of air pollution on their lives. Recognition of this problem led to the enactment of the Clean Air Act of 1963. The act, in turn, has focused public attention on the need for action to curtail harmful air pollution.

One of the best articles I have seen on air pollution was printed recently in

Labor's Economic Review. Prepared by the Department of Research of the AFL-CIO, and entitled "The Polluted Air We Breathe," the article presents a balanced statement on the problems of air pollution and the steps we need to take to abate this hazard to health and property.

I ask unanimous consent that the article, "The Polluted Air We Breathe," be printed at this point in the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

THE POLLUTED AIR WE BREATHE

Thousands of years ago, one of our ancestors ran coughing and choking out of a smoke-filled cave. This was the small, unrecorded but ultimately significant beginning of manmade pollution of the air we breathe, one of the most urgent environmental problems of America today.

An Englishman named John Evelyn wrote in 1661 of the smoke of London which he described as "The hellish and dismal cloud of sea-coale," emanating from the establishments of "brewers, diers, lime burners, salt and sope-boylers" and other enterprises.

As a result, wrote Evelyn, "The city of London resembles the face rather of Mount Aetna, the Court of Vulcan, Stromboli, or the suburbs of hell than an assembly of rational creatures and the imperial seat of our incomparable monarch." Evelyn added that a person approaching London "sooner smells than sees the city to which he repairs."

The indignant Englishman held forth on the effects of this blight on people's health and appearance and upon growing things as well as the "hands and faces and linnen of our fair ladies and nicer dames."

Three centuries have gone by and matters have become worse than John Evelyn possibly could have foreseen.

They have become worse because in the United States and other industrialized countries the environment has not only been mastered by means of the industrial and technological revolutions but is being rapidly changed.

As Rachel Carson recently wrote: "It seems to me that air pollution should be viewed in the larger context to which it belongs. It is part of one of the most vital problems that confront mankind today: how to control the spreading contamination from many sources that is rapidly causing the deterioration of our environment. In biological history, no organism has survived long if its environment became in some way unfit for it. But no organism before man has deliberately polluted its own environment."

The air we breathe, like the land and the water that are the foundations of our life and work, has been altered. The very characteristics of a modern society—increasing population, industrial development, rising standards of living, advancing technology, mass transportation, great cities—have resulted in nearly 190 million Americans presently living at the bottom of a sea of air which is becoming burdened with an ever increasing amount and complex variety of polluting agencies.

It must be realized that air itself is a limited resource, like water or fossil fuels. Furthermore, only a small part of total air supply is available in any one place. Both as to quantity and quality, air must be considered and dealt with on sound conservation principles just as is done with other natural resources. This fact is particularly significant in view of the mass movement of people into the great metropolitan areas. Nearly one-half the total population is crowded into only 10 percent of the Nation's land area.

There are several similarities between air and water pollution, but also one major difference. Polluted water can be treated to purification processes and made fit for drinking. People must breathe the air, polluted or otherwise, as it comes to them. There is no opportunity for treatment to remove pollutants before the air is taken into the lungs unless everyone constantly wears a gas mask.

Like river systems, air moves with great disdain of local and State boundary lines, often carrying a burden of pollutants to cities, farms and forests. Since it is impossible to eliminate impurities already discharged into the atmosphere, the effort to control pollution must be aimed at the source—at preventing pollutants from being released in the first place.

Air never cleans itself. Particles are thrown off by gravity. Chemicals are changed by interactions among themselves. Ultimately, both chemicals and particles are washed away by rain.

How is the air polluted? Pollution comes from the burning of fuels in the home, in factories and in motor vehicles. It comes from chemicals released or used in mines and factories. It comes from the disposal of waste materials. It comes from the new processes developed by scientific research in creating new products. These factors interact and lead to a growth in other factors governing the kind and amount of pollutants released to the air.

The consequences of air pollution are now suffered throughout the Nation—in the cities and small towns, on the farms, and in the forests. It is truly a national problem.

Air is vital to the functioning of a modern society since the use of fuel depends on it. A ton of air occupies a volume of about 25,000 cubic feet. Motor vehicles burning about 60 billion gallons of fuel a year use 94 trillion cubic feet or 640 cubic miles of air. The combustion of a ton of coal requires about 27,000 pounds of air, the burning of a gallon of fuel oil takes 90 pounds of air and a pound of natural gas requires 18 pounds of air.

All told, about 3,000 cubic miles of air are necessary to meet the annual requirements for oxygen of all the fuels used in the United States alone. Other industrialized nations make equivalent demands—all of which contribute to a growing global problem.

Plant life using solar energy takes in carbon dioxide and converts it into oxygen. Man and other animals consume the oxygen, and in the process release carbon dioxide, the supply of which is augmented by burning fossil fuels. This causes an increase in the carbon dioxide content of the air, which is believed by many scientists to be causing a gradual warming of the earth's atmosphere with still unassessed modifications of climatic cycles.

Natural pollution is seldom significant in terms of the overall problem. It is man who has created the dilemma.

In the United States the quantity of pollutants thrown into the air is fantastic. Motor vehicles alone discharge each day: 250,000 tons of carbon monoxide, 16,500 to 33,000 tons of hydrocarbons and 4,000 to 12,000 tons of nitrogen oxides.

These releases, to use an illustration, can provide a concentration of carbon monoxide gas every day to contaminate the air as a concentration of 30 parts to 1 million of air to a 400-foot height over a 20,000-square-mile area, equivalent to the combined areas of Connecticut, Massachusetts, and New Jersey. According to air quality standards developed in California, 30 parts per million is termed "adverse" to the public health.

Concentration of particles of all known contaminants in the air measured by the U.S. Public Health Service between 1957 and 1961 would worsen this picture since it would include pollution released from metallurgical, chemical, and refining processes as well as from automotive combustion.

U.S. Public Health Service data show a variation between 63 micrograms of pollutants per cubic meter of air in communities of 10,000 to 25,000 population to 176 micrograms for cities over 3 million population. Thus it is clear that air pollution is directly related to the concentration of population.

In 1960, about 96 million people resided in 213 large communities covering an area of only 25,500 square miles. Put another way, 53 percent of the total U.S. population lives on less than 1 percent of the total land area. Many of these population concentrations are so clustered that air pollution from one cannot only affect another but extend such effects across State lines.

Smaller communities, as a rule, suffer from one or a relatively few sources of air pollution, usually affecting only their immediate areas. However, studies show major air pollution problems existed in 1960 in 308 urban places, an increase of 84 during the past 10 years and involving about 25 percent of the total U.S. population.

All in all, about 7,300 communities comprising 60 percent of the total U.S. population are facing one kind of air pollution problem or another.

The Surgeon General's 1962 Report on Motor Vehicles—Air Pollution and Health pointed out that more than 75 million motor vehicles of all kinds were registered in 1961, with an estimated 79 million for 1962. The report estimated that by 1977 there will be 113 million motor vehicles registered, a 43-percent increase within 5 years, together with an accompanying increase in discharges of hydrocarbons and carbon monoxide gas.

Wind speed and the height into the atmosphere to which pollutants from the earth's surface will mix limit the amount of pollutants capable of release without adverse results on human, animal, and plant life.

Fresh winds will disperse concentrations of noxious matter released from below, but winds are variable.

The atmospheric mixing depth under normal conditions is a product of the day-and-night cycle. In clear weather during daylight the sun warms the earth's surface and the air nearest to it. Warm air rises until it has cooled to the same temperature as the upper air and will then rise no further. This is the mixing depth.

During darkness, however, the earth's surface and adjacent air cools off until it is at a lower temperature than the upper air and a temperature inversion occurs. Heavier air close to the earth will not rise and there will be little mixing of any pollutants discharged into the atmosphere.

However, under normal conditions the morning sun will begin to break up the inversion of the previous night by warming the earth once again and recommencing the upward currents of warm air.

In summer, the mixing depth is higher, particularly in mountainous areas. In winter, with less heat from the sun, it is much lower, from 800 to 2,500 feet above ground level.

Sometimes these temperature inversions will persist over a large geographical area for a long time during periods of stagnant air movements associated with high barometric pressure weather conditions. Photochemical smog in the Los Angeles area is the most familiar example.

During such periods polluted air becomes more than a stealthy menace to human health, to the economy, and to recreational and esthetic values. It becomes in some instances a deadly killer.

In Donora, Penn., in October 1948, smog settled down in the valley for 3 days; 20 people died and 4,000 became acutely ill.